

# FREE AMERICAN MARKET FOR NOVA SCOTIA FISH.

Declared By Lunenburg Firm As Only  
Salvation For Their Fisheries.

Higher Prices Attract Best Fisher-  
men to Gloucester.

The Halifax, N. S., Herald of Wednesday published a lengthy letter, and so important is it, so high the authority from which it comes and so directly does it and all that it speaks of bear directly and in a most important manner on Gloucester and her chief industry, that the Times today reprints it in its entirety.

It is a letter from the well known fishing and vessel owning concern of W. C. Smith & Co. of Lunenburg, N. S., one of the largest in Nova Scotia. It tells of the deplorable conditions in Nova Scotia, and how they might be improved. At the present time, when there is much discussion here regarding whether or not free green fish from the Canadian provinces would be a good or evil thing for the city of Gloucester and its chief business, nothing could have appeared which would throw more light on many of the arguments now being used here by those discussing the subject.

The letter was evidently not written for general reading in any of the New England fish producing centres, for it deals with the Nova Scotia situation in the baldest way possible, and was intended evidently to arouse a sentiment at home. But let the letter speak for itself.

The letter says:

## The Fisheries One of the Greatest Industries of the Province.

To the Editor of the Halifax Herald: Sir:—For some time a report has been in circulation here that a tariff commission, or a commission on trade relations between Canada and the United States, will meet in Washington some time during November. If this rumor is correct, we think that the members of the commission from the Dominion of Canada should be thoroughly conversant with the needs of the men who are engaged in one of the greatest (if not the greatest) industries of the province of Nova Scotia, viz:—The Fisheries.

As we are largely interested in the fishing industry of Lunenburg we feel that we are justified in placing opinions before the public, believing that they are endorsed by the majority of our merchants and citizens.

In substantiation of our claim that fishing is one of the greatest industries in the province, we will here state that the catch for the year 1909 was about 170,000 quintals, valued at about \$800,000. This year's figures show about 260,000 quintals, valued at \$1,250,000.

Below are a synopsis of what exists today and a few suggestions as to what might be done.

It can be shown that since the existing agreement (the *modus vivendi* has been in force) all the advantages resulting therefrom have been on the side of the American fish dealers and vessel owners, with a corresponding disadvantage to the Nova Scotia fishermen.

By reason of the prohibitive protection under the present treaty, which is accorded American fishermen, and the advantages gained by them under the *modus vivendi*, the Americans are able and do

## Menace Our Fisheries By Inducing Our Men To Leave Their Homes

and fish out of United States ports, thus demoralizing the Nova Scotia trade and driving our vessels out of business, and unless some decided action is taken by the powers that be, the work of ruin will continue.

It does not require much argument to prove the above assertion. To any one familiar with the fishing industry of this province, it is well known that but a few years ago, a large and prosperous business was carried on all along the south-western shore—from Yarmouth to Lunenburg.

A large number of vessels with their proportionate amount of men were engaged in fishing from Yarmouth, Tusket, Wood's Harbor, Pubnico, Barrington and Lockeport, and all that section of the province was looked upon as a happy and prosperous one. Today the entire fleet of those places has become a thing of the past, but two vessels remaining, and they operate from Lockeport. This is a sad commentary on the existing conditions, but nevertheless true.

The question naturally arises as to how this state of affairs has been brought about, especially as we are still in a position to furnish the men and material to carry on the industry. The answer is not far to seek:—

The American fisheries are protected in two ways. First by duty on salt or pickled fish, and secondly by a duty (of substantial increase over the first named) on all fish cut and prepared for market; three-fourths of a cent per pound being the duty on vessel cured fish, and one and one-half cent per pound on cut fish.

This three-fourth cent duty on vessel cured fish does not look very big, in fact sounds rather insignificant when applied to a few pounds; but, take a full cargo to the American market, and the amount of duty is so large that it is next to impossible to make the shipment profitable. Particularly so when it is understood that their manner of culling or sorting fish is entirely different from ours, and is a great disadvantage to the Nova Scotia fishermen.

However, there is still a greater drawback for us, viz:—The small-fee license granted American fishermen by the *modus vivendi*, whereby they are permitted to ship men and obtain outfits, and in general enjoy greater rights in our ports than ourselves. Thus, with the double duty against us, and the privileges they gain by the *modus vivendi*, we are triply handicapped.

## Nova Scotia Men in Charge of American Vessels.

American vessel owners are allowed (by license) to come into our ports, and secure men (and captains) to man their ships. By offering big inducements they have succeeded, as witness the condition of Yarmouth, Tusket, and other places all along the south-western shore, the vacant buildings and deserted wharves telling its own story. Lunenburg has to some extent escaped their dragnet, owing to the fact that our vessels are largely owned on the co-operative plan, the crew and captain of nearly every

schooner having a share. But we are beginning to feel the drain on our resources. This year several of our captains and crews were caught in the ever widening dragnet, and are now engaged fishing out of United States ports. Unless something is done—and quickly—by our government, the same fate awaits us as has overtaken our sister towns to the west of us. There is no question but that if proper measures are taken, this exodus of our best men will be checked, and we will become one of the most prosperous towns in the Dominion.

The province has no industry that compares with the fisheries, and there are no people in all the world better able to carry on the business than the men of Nova Scotia. We can build and equip the vessels. We have the captains and crews to sail them. We have the harbors, and we have the fishing grounds right at our doors; but because we are unprotected, and have a three-headed dragon (the double duty and the small-fee *modus vivendi* license) to contend with, we are unable to compete with our American neighbors, who depend on our fishing grounds, harbors, and sometimes supplies.

## Some of the Advantages Which Gloucester Offers.

Many, if not all of the men leaving the province of Nova Scotia to fish out of United States ports, are subject to the conditions of the alien labor contract laws, in consequence of which, by big inducements, captains and crews are shipped months in advance of the season.

Again. Many of the captains leaving here cannot and do not qualify as American citizens in order to take charge of a vessel. This difficulty is overcome by having an American member of the crew take out the vessel's papers in his name.

We contend that with an equal protection, or some other concessions, so as to be able to enter the American markets, we can make home attractive to our men in a monetary way, (money being the American magnet) and thus one head from the dragon would be removed.

The American fishermen are dependent on us for their fishing grounds. Then we supply them with men to catch the fish. Minimize these two impediments, or remove them, and then watch the result!

All our wharves would be teeming with business. Once more we would see our vessels, loaded with cargoes of fish, consigned to the various markets of the world. Our vacant buildings would become outfitting stores, sail and rigging lofts. The burden of taxation would be shifted from the few to the many. More vessels would be built in the now almost deserted shipyards along the coast. The sound of the woodman's ax and the shipcarpenter's hammer and adze would be heard ringing in merry accord. Every business would receive some degree of advantageous impetus, and our cities and towns would soon have substantial treasures, which

would enable us to make many needed improvements.

## Free Fish Would Bring American Packers to Nova Scotia.

Last, but not least, we would have the American fish packers coming to our different ports establishing branch houses and buying our products, a thing we would welcome.

Fish is one of the staple foods of the world, and the demand and consumption are daily increasing. We can and will produce the goods providing we are placed (by the new trade arrangement) in a position to allow us to compete fairly and on an equal footing with our American neighbors.

Many ways are open to bring about the desired result, even if we do not gain any concessions from the United States.

Our government could grant a bounty, if it so desired, equal to the duty we are compelled to pay on the entrance of our fish into the United States markets. This system has been tried by the French government successfully, and has proved a salvation to the inhabitants of St. Pierre, and the French colony are now competing with us in various markets, having the distinct advan-

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tage over us of a bounty of \$1.98 on each quintal of fish, which in itself is a substantial profit, when you take in consideration that their vessels do not compare favorably with ours, nor cost as much to equip and operate.

✓  
Altogether, we are in a bad situation. With protected American fishermen on one side and French bounty fed fish on the other, we are between Scylla and Charybdis. But we have hopes that our officials will take the proper measures to extricate us from our perilous position, and not permit us to suffer any longer, but help us regain the markets of the world, and to hold intact our interests at home.

The occasion is now auspicious for obtaining what we require, as the United States is desirous of, and making advances towards closer and fairer trade relations with us.

In the matter of a bounty, we ask it only on fish shipped to American ports and only on those taken by vessels carrying a crew of not less than 12 men, and of 80 gross tons or more.

Respectfully yours,  
W. C. SMITH & CO.

Lunenburg, November 7, 1910.



Nov. 10.

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A variety of reasons are given for the shortage in this very necessary supply of food. The ravages of the dogfish, which have been more numerous along the coast this year than usual, is one important factor, and as a result the amount of fish cured has been far under the normal, while the demand, owing to the high prices of meats prevailing the past six months, has been exceptionally large, especially from the western states. Dealers are making every effort to secure sufficient stock to supply the trade, but at the best stocks are expected to run light all winter.—Portland Argus.

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For her season's work the craft stocked \$17,607.68 and the high line fisherman on board made \$400.

Capt. LeBlanc has been one of the leaders of the fleet ever since he has been going from this port and this season, which has been an extra hard one on the dory handliners he has pulled out well and is in the front rank as usual.

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The torchers had a poor night last night and consequently there is but little fresh bait over here this morning.

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The arrivals and receipts in detail are:

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Sch. Meteor, Quero Bank, dory handlining, 150,000 lbs. salt cod.

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Sch. Harriet, shore.

Sch. Emily Cooney, shore.

Sch. Mary E. Cooney, shore.

Sch. Joseph H. Cromwell, shore.

Sch. Walter P. Goulart, shore.

Sch. Clara G. Silva, shore.

Sch. Frances P. Mesquita, shore.

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Sch. Effie M. Prior, Western Bank, 30,000 lbs. fresh fish.

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Sch. Dixie, shore.

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Trawl bank cod, large, \$4.50; medium, \$4.15; snappers, \$3.

Bank halibut, 15c per lb., right through for white and gray.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.00.

Salt haddock, \$2.00 per cwt.

Salt hake, \$2.00 per cwt.

Salt pollock, \$2.00 per cwt.

Dory handline cod, \$4.75 per cwt. for large; \$4.40 for mediums and \$3.25 for snappers.

Splitting prices for fresh fish:

Eastern cod, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.15 per cwt.; round pollock, \$1.00 per cwt.

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#### PORT OF GLOUCESTER.

##### Coastwise Arrivals.

Sch. Winnie Lawry, New York for Eastport.

Sch. Henrietta Simmons, Gardner for New Bedford.

Sch. Abanaki, New Bedford for Kennebec.

Sch. Orozombay, New York for St. John, N. B.

Sch. Annie Lord, Bangor for New York.

Br. sch. Crescent, Boston for Maitland, N. S.

U. S. buoy, tender Mayflower, cruising.

Barges Park and Sumner R. Mead, in tow of tug Buccaneer, Pigeon Cove.



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Salt hake, \$2.00 per cwt.

Salt pollock, \$2.00 per cwt.

Dory handline cod, \$4.75 per cwt. for large; \$4.40 for mediums and \$3.25 for snappers.

Splitting prices for fresh fish:

Eastern cod, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.15 per cwt.; round pollock, \$1.00 per cwt.

Handline Georges cod, large \$5 per cwt.; medium, \$4.50.

#### PORT OF GLOUCESTER.

##### Coastwise Arrivals.

Sch. Winnie Lawry, New York for Eastport.

Sch. Henrietta Simmons, Gardner for New Bedford.

Sch. Abanaki, New Bedford for Kennebec.

Sch. Orozombay, New York for St. John, N. B.

Sch. Annie Lord, Bangor for New York.

Br. sch. Crescent, Boston for Maitland, N. S.

U. S. buoy, tender Mayflower, cruising.

Barges Park and Sumner R. Mead, in tow of tug Buccaneer, Pigeon Cove.



Nov. 11.

## MOSTLY HAKE AND POLLOCK.

BUT FEW HADDOCK AND COD IN  
RECEIPTS AT T WHARF THIS  
MORNING.

T wharf has had 39 trips of fresh fish since last report, the vessels having but few haddock and cod, and quite a lot of hake and pollock.

Sch. Elmer E. Gray is the only off shore craft there, hauling 40,000 pounds of fresh fish, about all haddock and cod. The market boats all have small fares and the little Plymouth netters have their usual 3000 or 4000 pounds each. The pollock fares, 13 of them, range from 2000 to 16,000 pounds.

Prices are good, but on cod and haddock are \$2 off from yesterday's great figures. Shore haddock are bringing \$5 and large cod \$4.50 to \$5, while hake are down, too, selling at \$1.25 to \$3 and pollock \$1.25 to \$1.50, just about half what they brought yesterday.

The fleet of big offshore crafts which the dealers have been looking for all the week has not materialized, but it is learned that they are all on Western bank and have been up against the hardest kind of weather and swarms of dogfish, so they probably will not be along much before the early part of next week.

This has been the worst week for haddock the Boston wholesale fish market has known, as far as the memory of any of those in the fish business goes, and the dealers find it impossible to supply even a small part of their orders.

### Boston Arrivals.

Sch. Flavilla, 2500 haddock, 2000 cod, 6000 hake, 3000 cusk.

Sch. Stranger, 4000 haddock, 2000 cod, 3000 hake.

Sch. Little Fannie, 2000 haddock, 4000 hake.

Sch. Motor, 3000 haddock, 1000 cod, 1000 hake.

Sch. Genesta, 2000 haddock, 3000 cod, Sch. Alice, 2500 haddock, 500 cod, 1000 hake.

Sch. Hallio, 2400 cod.

Sch. W. H. Clement, 3000 cod.

Sch. Mary Emerson, 2400 cod.

Sch. Sarah, 3500 cod.

Sch. Mabelle E. Leavitt, 2000 cod.

Sch. W. H. Reed, 4500 cod.

Sch. Elmer E. Gray, 18,000 haddock, 17,000 cod, 5000 hake, 300 halibut.

Sch. Mina Swim, 12,000 pollock.

Sch. Grace Otis, 10,000 pollock.

Sch. James and Esther, 4500 pollock.

Sch. Viking, 10,000 pollock.

Sch. Ralph Russell, 11,000 pollock.

Sch. Galatea, 16,000 pollock.

Sch. Azorean, 2000 pollock.

Sch. Esther Gray, 6500 pollock.

Sch. Beulah, 11,000 pollock.

Sch. Marguerite, 12,000 pollock.

Sch. Wodan, 2400 cod.

Sch. Leo, 400 haddock, 500 cod, 1200 hake.

Sch. Edward A. Rich, 16,000 pollock.

Sch. Cherokee, 2300 cod.

Sch. Pontiac, 5000 haddock, 1500 cod, 2000 hake.

Sch. George H. Lube, 300 haddock, 1500 cod, 20,000 hake, 1000 pollock.

Sch. Pythian, 12,000 pollock.

Sch. Valentina, 13,000 pollock.

Sch. Evelyn L. Thompson, 2000 haddock, 1600 cod, 20,000 hake, 5000 cusk.

Sch. Maud F. Silva, 5000 haddock, 600 cod, 700 hake, 2000 cusk.

Sch. Mary DeCosta, 3000 haddock, 400 cod, 3000 hake.

Sch. Helen B. Thomas, 2000 haddock, 1000 cod, 5000 hake.

Sch. Rose Standish, 1700 haddock, 1200 cod, 2500 hake.

Sch. Victor and Ethan, 11,000 haddock, 2000 cod, 11,000 hake.

Sch. Athena, 9000 haddock, 500 cod, 2000 hake, 5000 cusk.

Sch. Rhodora, 600 haddock, 600 cod, 12,000 hake.

Shore haddock, \$5 per cwt.; cod, \$4.50 to \$5; hake, \$1.25 to \$3; pollock, \$1.25 to \$1.50.

Nov. 11.

### Fishing Fleet Movements.

Sch. Alert was at Halifax, N. S., Tuesday and cleared for Bay of Islands.

Sch. Sylvania was at Shelburne, N. S., Tuesday and cleared for Bay of Islands.

### Failed to Pay for Sloops Hire.

The Portland Argus says that the fishing sloop Minerva, which has been fishing out of this port for several months, was brought back to Portland Wednesday. Her Portland owners leased her some time ago to out-of-town parties, who, it is understood, not only failed to pay for her hire, but left her at this port with sails badly damaged, and a crew had to be sent from Portland to bring her home.

### New Nova Scotia Schooner.

A finely modelled fishing schooner was launched Tuesday morning from Smith & Rhuland's yard at Lunenburg, N. S. Her dimensions are 88 feet keel, 26 feet 3 inches beam, 11 feet 5 inches hold, and 124 over all. She was named William G. Smith and will be commanded by her part owner, Capt. Albert Sellig. The vessel will be added to the already large fleet of W. C. Smith & Co.

Nov. 11.

### SCH. ELLSMERE SAILED.

Left Boston Yesterday Afternoon for  
Trip to Panama.

Bound down to the canal zone to engage in the trade to gulf ports, the little 25-ton schooner yacht Ellsmere, in command of Captain Roy Goodwin, sailed from Boston Thursday afternoon for Colon, Panama. She has been fitted with a 50-horse power gasoline engine, which will be utilized when the sails cannot be used. The packet will probably reach her destination in about two weeks. Six men comprise the crew.

Before leaving, a unique ceremony occurred at East Boston. It was the formal ceremony of changing the yacht to Panama registry. The consular representative of the southern republic was present when its flag was hoisted at the stern. The Ellsmere was built at Brooklyn, N. Y., in 1897.

Nov. 12.

### LOUISBURG FISHING SEASON.

Mackerel and Haddock Showed  
Large Decrease from Last Season.

The Cape Breton fishing season of 1910 is now about closed, nearly all the fishing boats have been hauled ashore for the winter, and all nets have been taken ashore.

The season just closed was not so good as the season of 1909. There was a big falling off in the catch of spring mackerel, although greater preparations were made for the catching of these fish and some heavy outfits were purchased at a big cost, only a few of the fishermen were fortunate in securing anything like a good catch, while the majority got scarcely any.

There was also a big decrease in the catch of haddock as compared with 1909. The fish did not strike in in such large quantities, and stayed but a short time along the coast.

Summer herring were a complete failure, and the absence of these fish caused much loss to the fishermen in the catching of codfish, as herring are an excellent bait for larger fish.

Lobsters were fairly plentiful, and the season was very mild, so that those engaged in the lobster fishing made a good season's work and lost but little if any of their gear.

Halibut were quite plentiful about the fishing grounds during the summer months and the catch of those fish will show a large increase over that of 1909. There were also a goodly number of swordfish caught about here the past fishing season. This being the first year that our fishermen fitted out to any extent to catch these fish.

The catch of salmon, while not so large as that of 1909, on the whole was fairly good, while fall mackerel showed up better, and will show a marked increase over 1909. The fishermen during the summer months could not secure bait. The principal cause of which they contribute to the pendency of dogfish upon the coast. The prices of all kinds of fish were the best known for many years.

Nov. 12.

### Portland Fish Notes.

So thick was it on Thursday that none of the fishing fleet came into Portland, but preferred to stay outside to wait for clearing weather. Friday. It has been several days since they were in, so that when they arrive today there should be a large amount of fish received.

## BOSTON FISH SUPPLY SHORT.

HADDOCK AND COD ESPECIALLY  
IN DEMAND FOR TRADE  
NEEDS.

Since last report there have been 19 arrivals at T wharf. Three of these, sch. Alice M. Guthrie, Cynthia and Thomas S. Gorton, came yesterday afternoon. The latter craft sailed from here Sunday and went to South Channel, fished Monday and Tuesday and all day Wednesday, and had about 30,000 pounds to show for it, which tells about how scarce fish are at present.

Of the 16 craft on the market this morning, 11 are pollockers with catches ranging from 2000 to 18,000 pounds. There is only about 16,000 pounds of haddock at the wharf and 12,000 pounds will cover the codfish.

Prices are good. Haddock brought \$4 to \$4.80 and large cod \$5 to \$5.50. Pollock sold for \$1.15 to \$1.25 and hake \$1.50 to \$3.

The fares and prices in detail are:

### Boston Arrivals.

Sch. Albert W. Black, 1500 haddock, 1000 cod, 6000 hake.

Sch. Volant, 11,000 pollock.

Sch. Yankee, 4000 haddock, 1000 cod, 1000 hake.

Sch. Massasoit, 18,000 pollock.

Sch. Winifred, 12,000 pollock.

Sch. Warren M. Goodspeed, 7000 haddock, 5000 cod, 9000 pollock.

Sch. Lillian, 1900 cod.

Sch. Florida, 4000 cod.

Sch. Almeida, 6000 pollock.

Sch. Mabel Bryson, 6000 pollock.

Sch. Jubilee, 9000 pollock.

Sch. Viking, 10,000 pollock.

Sch. Eglantine, 9000 pollock.

Sch. Appomattox, 12,000 pollock.

Sch. Emerald, 10,000 pollock.

Sch. Olivia Sears, 3700 pollock.

Sch. Alice M. Guthrie, 2000 haddock, 5000 cod, 4000 hake, 2000 pollock.

Sch. Cynthia, 20,000 haddock, 25,000 cod.

Sch. Thomas S. Gorton, 15,000 haddock, 2000 cod, 15,000 hake.

Haddock, \$4 to \$4.80 per cwt.; large cod, \$5 to \$5.50; market cod, \$3.75 to \$4; pollock, \$1.15 to \$1.25; hake, \$1.50 to \$3; cusk, \$2.50.

### CAUGHT OWL ON TOPMAST.

Little Fanny's Lookout Man Brought  
Back Souvenir of Trip.

A baby owl perched on the main topmast truck of sch. Little Fanny, Capt. Charles Nelson, of this port, while the vessel on Thursday was harvesting cod and haddock on the middle bank, 20 miles off Cape Ann. The owl came down out of the rain from a dizzy height, and when his claws touched the lignum vitae ball on the topmast he spun around like a web of wool.

Frank Miles, the Little Fanny's specialist on aviation, for he is the schooner's crack lookout, went aloft to catch the owl, which was clinging to the perch upside down and in danger of going adrift in mid-air. Miles swarmed up the shrouds, two ratlines at a jump, and when he reached the spreaders shinned the remaining 40 feet. The owl glared down at Miles and twittered. Miles grabbed the owl by the legs thrust its head into an inside pocket of his coat, and slid down to the deck.

Miles and the owl went home when the schooner docked yesterday and Miles says he is going to educate the bird for a parlor ornament.

### Don't Know It All Yet.

The Clark's Harbor, N. S., Coast Guard says:

"Quite recently Mr. Bryce, British minister at Washington, speaking on the award of The Hague tribunal, told the club that the ruling in regard to bays did not apply to the Bay of Fundy, which was exempted by a certain treaty dating as far back as 1845. This will be news to most people.

"Meantime advice comes from Ottawa, something of the same tenor as the above, but on different grounds. It says the late decision did not touch territorial rights in the Bay of Fundy and Gut of Canso, seeing that an agreement had been made respecting those, between Mr. Bryce and Mr. Bacon. It is not stated when this bargain was made. If lately, it would appear as if the beam trawler interest (the Bank of Montreal and the C. P. R.) had done some coaching with the convention. At any rate, the agreement, if conceding anything to the United States in those waters, does not by any means surrender the right of Canada to restrict its own subjects therein."